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information of the General Commanding the forces, that agreeable to the orders of the Major-General Commanding the Department, I reported to Acting Major-General Brannan this morning at eight o'clock—with two hundred and fifty enlisted men of the Volunteer Engineers and fifteen officers constituting the Engineer forces.

Fifty-four men and two officers were assigned to duty with Col. Barton, 48th N. Y. Vols., and furnished with tools and proper appliances to destroy railroad structures. This detachment was placed under the orders of Captain Samuel F. Eaton, Vol. Engs. and has not yet been heard from. The remaining forces of the Engineers were placed under the immediate orders of Lieut-Col. James F. Hall, Vol. Eng.; I was assigned to duty on the Commanding General's Staff.

The line of march was from Mackay's point on Broad River, on the direct road towards Old Pocotaligo. The general direction is about North from the point, and the road is on the right bank of the Pocotaligo River, beginning at the confluence of the Pocotaligo and Broad Rivers and lying from one quarter to three quarters of a mile from the stream.

The country through which the road runs is a rolling, sandy plain, except at two points where it crosses marshes and small streams, the first of which is about five miles from the point and is on "Caston's" Plantation; the second is about six and a quarter miles, and the plantation is called "Frampton," at both of these points serious engagements took place with the rebels.

The Engineer Troops were engaged from about ten o'clock until after sunset in making and repairing several small bridges and in keeping the road in order.

Lieut-Col. Hall reports Acting Lieut. Sergt. Nathaniel M. Edwards, as especially worthy of notice for his efforts in repairing the bridge at Frampton, under heavy fire, and for his general efficiency.

The point reached was within a few yards of the road bridge over the Pocotaligo, on the road leading from Old Pocotaligo to Coosawhatchie. This bridge was destroyed by the rebels as they retreated over it into their earthworks on the easterly side.

Timber for the purpose of rebuilding this bridge was prepared by the Engineers, and was ready to be put together when the retreat was ordered.

This point is within about a mile and a half of the Charleston and Savannah Railroad. Officers in the advance report having seen the cars passing.

A small lunette that had been abandoned was observed on the southerly side of the marsh on the high ground near "Caston."

I have the honor to be

Your obed't serv't,

EDWARD W. SERRELL,

Col. Vol. Eng. and Chief Engineer 10th Army Corps.

Captain LOUIS J. LAMBERT,

Ass't Adj't Gen'l U. S. Forces, Broad River.

Postscript—7½ A. M., 23d Oct., 1862.—I cannot too highly compliment Lieut-Col. Hall for his zeal and efficiency in caring for the wounded of the whole army during the night.

Capt. Eaton has just reported that the detachment commanded by him under the orders of Col. Barton, 48th N. Y. Vols., destroyed a portion of the railroad at Coosawhatchie and covered the return of the 48th N. Y. Vols., by tearing up and destroying the bridges on the road back.

Your obed't serv't,

EDWARD W. SERRELL,

Col. Vol. Eng., Chief Engineer 10th Army Corps.

HEADQUARTERS, U. S. FORCES,

On the Savannah River, Fort Pulaski, Ga. Oct. 23, 1862.

CAPTAIN:—I have the honor to report my share in the recent operations against the Charleston and Savannah railroad; in accordance with orders from Gen'l Mitchel, received on the evening of the 20th inst., I left this Post at 8 o'clock A. M., on the 21st inst., with three hundred men of the 48th N. Y. Vols., and fifty men of 3d Rhode Island Artillery (the latter under command of Captain John H. Gould) with three days cooked, and seven days uncooked rations—on board the armed transport, *Planter*.

On arriving at Hilton Head I received instructions as to my number in the line of the fleet, and also directions to report to Brigadier General Brannan, who commanded the expedition on reaching Mackey's Point, for further orders. Soon after daylight on the morning of the 22d, I reported to General Brannan on board the *Ben Deford*, and was directed by him to proceed with my command up the Coosawhatchie river—as near to the town of that name as I might deem practicable; and disembarking under cover of the gunboats, which were to accompany me, to move toward the town and, if possible, reach the Charleston and Savannah railroad, and destroy it at that point, and the bridge on it, over the Coosawhatchie river.

I was fully instructed, however, not to hazard too much in order to accomplish the above, but, if

opposed by a force at all superior, to fall back under cover of the fleet. There was some delay in starting, arising from the gunboats being well to the rear, which, I improved, in borrowing from Commander Steedman on board the flag ship, *Paul Jones*, a twelve pound dahlgren boat howitzer and fifty two rounds of ammunition, which proved of great service to me, and for which I desire to return my thanks. I was also furnished, by General Brannan's order, with fifty men from the N. Y. Vol. Engineers, under command of Captain Eaton, provided with the necessary implements for cutting the railroad, &c.

We were soon under way and had proceeded some three miles up the river, when the gunboats turned around and went back, in compliance, as I was informed, with an order from the flag ship. I however, continued on my course in the *Planter*, meanwhile signalling to the flag officer for at least one gunboat—in reply to which he kindly sent two, viz: the *Patroon* and the *Marblehead*, which followed after the lapse of a few minutes. The river at this point was very narrow and winding, but the water in most places was over twelve feet in depth, at low tide. I found no difficulty, therefore, in reaching a point two miles distant from Coosawhatchie, but it now being almost dead low tide, further progress by water was rendered impossible by the *Planter* running aground. Throwing a few shells in the woods, I disembarked with my infantry and engineers as expeditiously as possible, taking with me the boat howitzer, referred to above, in charge of Captain Gould, 3d R. I. A., and a detachment of twelve of his men. The swampy nature of the ground rendered landing difficult, but losing no time, I advanced towards the main road—sending a request to the officer in command of the *Patroon*, the gunboat nearest me—and about one mile and a half astern; to cover the road in my rear, as I advanced. I should state here that both the gunboats were unfortunately aground, and were thus prevented from taking a position nearer to the *Planter*.

My advance reported squads of Cavalry in sight, as the main body entered the road, which it did at right angle, to the point of disembarkation. The road proved to be an excellent one—hard and firm—and evidently repaired but an hour or two before, the dirt being still fresh, and the tracks upon it showed plainly, that artillery, infantry and cavalry had just passed over it. I continued my advance toward the town, driving in the enemy's pickets, and skirmishing the country as thoroughly as possible. When about one mile from the village, a whistle of a locomotive was heard. I was informed by the "contraband," who had been furnished as a guide, that it was the "dirt train" which always passed at that hour, and which he said was well on its way to Savannah. A few moments however, proved that he had misinformed me, for when the main body had arrived at a point within a few hundred yards of the town, and when the skirmishers had already reached the railroad track and telegraph line—the train was heard and seen coming rapidly down the road. I quickly placed my battalion in position, and as the train approached, I directed a heavy and rapid fire upon it, with grape and canister and musketry. This fire was very destructive. The train consisted of eight cars, six of which were platforms, crowded with men—the two box cars filled with officers. There were also two light field pieces on board. Many were seen to fall at the first fire (among them the engineer) and twenty-five or thirty jumped from the train, most of whom were maimed or killed, the rest, with one exception, betaking themselves to the woods and swamp on the other side of the track. We carried away, or destroyed here about thirty stands of arms, mostly rifles, and secured one officer's sword and cap, and a stand of silk colors, belonging to the "Whippy Swamp Guards." We left a number of the enemy's dead and wounded on the track. I have since learned, from the Savannah papers of the 24th and 25th, that among the killed at this point was Major Harrison of the 11th Georgia Regt., which Regiment, with the Guards named above, was on the train. Immediately after the train had passed, Captain Eaton, by my direction, set vigorously to work, tearing up the railroad track, and demolishing the telegraph line, and continued this until the retreat was sounded. After this occurrence I concluded if possible to push rapidly into the town, and attack the troops, while in the confusion of disembarking, and marched forward for that purpose. I had proceeded but a short distance, however, before I came in full view of the enemy's forces, advantageously posted on the other side of the public road bridge, between that and the railroad bridge—they were flanked on their left by the river, and on the right by a thick swamp, with three pieces of artillery commanding the bridge. They immediately opened fire upon us with their artillery and infantry—fortunately however for us firing too high. I fired a few rounds in return, when, as it was now nearly night, and the enemy's reinforcements above, were double my entire force, I marched slowly back to my boats. During my retreat, the

skirmishers frequently observed and encountered small bodies of the enemy's cavalry, who were however easily driven off. I directed Capt. Eaton, of the Engineers, to destroy the bridges on the road in my rear, which he did thoroughly, thus, in a measure hindering the pursuit. The enemy, however made his appearance and attacked us with Infantry and Artillery, three several times during our embarkation, but on each instance we drove them off with serious loss, as they were directly under the guns of the *Planter* and *Patroon*.

As soon as the steamer again floated, we returned to Mackey's Point, by order of General Brannan, and thence, by way of Hilton Head to this Post.

I regret to report that during the last attack of the enemy, Lieutenant J. B. Blanding, 3d R. I. A. at that time in charge of the *Planter's* guns, was dangerously wounded in the left arm and side—he is now however doing well. This was the only casualty on our side during the day.

It affords me great pleasure to state that every officer and man of my command behaved, during the entire day, in the most commendable manner, evincing only a desire to meet the enemy, and regret at the necessity of retreat.

Major Green act'g. Lieut. Col. 48th N. Y. Vols., and Capt. Strickland, act'g. Major do.: were especially useful.

Captain Gould 3d R. I. A., also, rendered me most efficient service, as did also Captain Eaton, Serrels Vol. Engineers, all of whom displayed the utmost zeal, energy and ability, in all they were called upon to perform.

I have the honor to be, Captain, very respectfully, your obedient servant,

W. B. BARTON.

Col. 48th N. Y. S. Vols. Commanding Post.

CAPTAIN LAMBERT {
Ass't. Adj't. General. }

HILTON HEAD, S. C., Oct. 23th, 1862.

COLONEL:—I have the honor to report that I left the *Boston* at 11 P. M., with 12 men and a negro guide, to capture a picket post; went up the river by water to within two miles of my destination, landed and reached the rear of the picket a little after day-break,—sent six men to occupy a dyke in the rear, to capture any who might escape me, then advanced and captured two cavalry pickets, one a 1st Lieut. in Morgan's cavalry, and leaving that two more pickets would soon be in, and stationed the remaining force about the grounds, with orders to allow the rebels to enter the line and then capture them, which was done. I then embarked and returned to the fleet and delivered the prisoners to Gen. Brannan; the property consisting of 3 valuable cavalry horses, 4 sets cavalry equipments, 2 double-barreled fowling pieces, 1 rifle, 3 cartridge boxes and 3 belts to Capt. Corryell, Quartermaster of Gen. Brannan's Brigade, by order of Gen. Brannan. My thanks are due Master Orman of the gunboat *Paul Jones*, who accompanied me with 8 men.

Your Obt. Serv't,

Lieut. S. M. SMITH, 3d Regt. N. H. V.

Col. JOHN H. JACKSON, 3d Regt. N. H. V.

JUST RECEIVED at the store under the Post Office, a fresh lot of fine letter and note papers, envelopes, pens, ink and other stationery; Military books, Novels in great variety, knives, pipes, brushes, and a fine lot of English and French Gloves and other Furnishing Goods for the Army and Navy.

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AGENCIES OF AMERICAN WATCH COMPANY,

NEW YORK AND BOSTON, OCTOBER 13th, 1862.

Sir:—We have to inform you that owing to the large advances in Silver, Gold and other Metals, Precious Stones, Supplies and Tools, the American Watch Company have reduced their discount ten per cent, on their productions.

Yours respectfully,

ROBBINS & APPLETON, 182 Broadway, N. Y.
ROBBINS, APPLETON & CO.,
153 Washington St., Boston.

AMERICAN WATCHES FOR AMERICAN SOLDIERS. The American Watch Company of Waltham, Mass., give notice that they lately issued a new staple of watch expressly designed for soldiers and others who desire a good watch at a moderate price. These watches are intended to take the place of the cheap anchors and lepinas of foreign manufacture with which the market is flooded, and which, as every one knows, were never made to keep time, being refuse manufactures, unsaleable in Europe and sent to this country for jockeying and swindling purposes only. Our new watch is most substantially made, cased in sterling silver, and is a reliable and accurate time-piece. It is offered at a price but little above that which is asked for the trashy anchors and lepinas already referred to. We have named this new series of watches Wm. Elbery, and they may be found at the stores of our agents, Chancey G. Robbins, Beaufort; Douglas, Steele & Co., Hilton Head, for the American Watch Company.

H. A. ROBBINS, General Agent.

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